



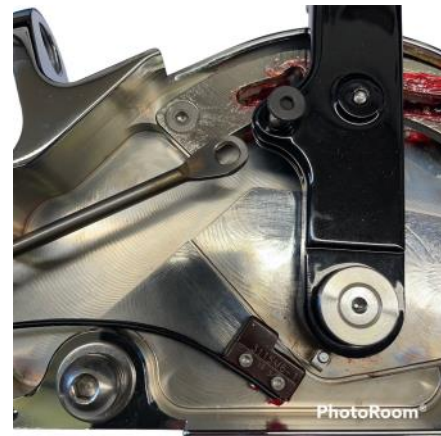
Thank you for your business! - Best of luck this racing season!

Installation Instructions:

1. Bolt your new Titan shifter into your race car with the 2) 5/16" button head bolts that were supplied with the shifter. A separate mounting bracket is available if your car isn't equipped with mount.
2. Titan Shifters have a removable side cover for ease of installation into your race car. Remove the 4) 10-32 screws to access the inside.
3. Remove 1/4" bolt on the rear of the housing. Remove the Cable shoulder bolt out of the shifter arm. Install the cable as shown in the photos **using blue Loctite on the cable shoulder bolt.**
4. The neutral safety switch can be wired using either wire for your common. Verify the switch is working properly and adjust by slightly bending the roller if needed.
5. Reinstall shifter side cover with the 4) 10-32 screws that your removed to access the inside.
6. Install your shifter solenoid if you are using one, making sure the adjustment allows the solenoid to fully push the lever into 2nd gear, but not continuing to push on the lever once it's engaged into 2nd gear position.



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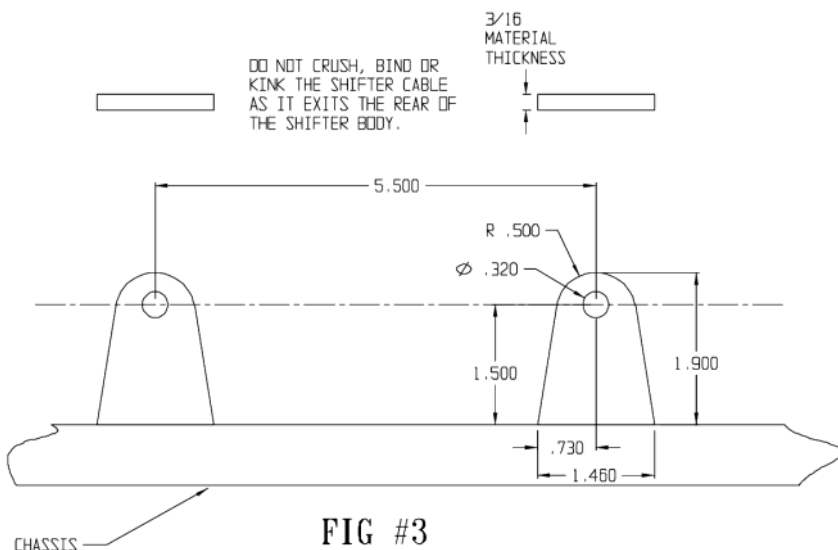


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**** SHIFTER ADJUSTMENT IS VERY CRITICAL - SEE INSTRUCTION ON BACK OF THIS PAGE ****

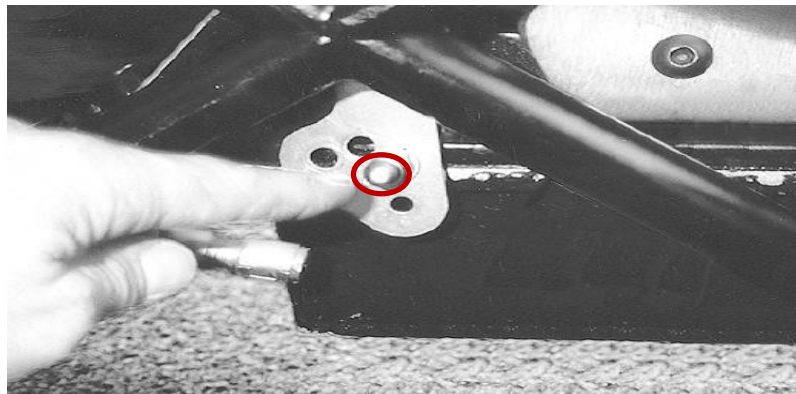




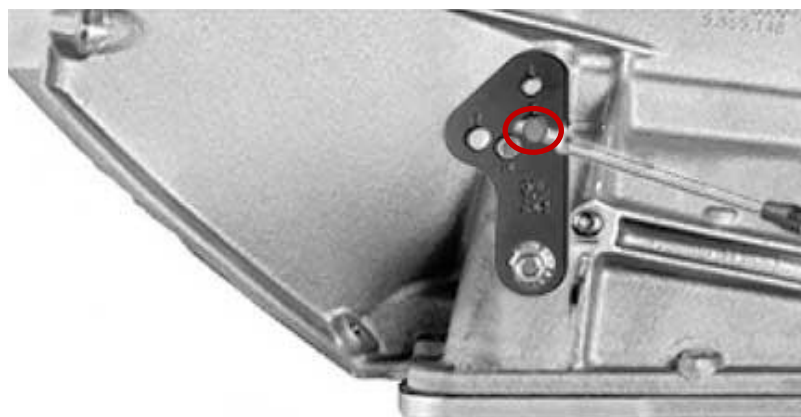
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Proper Shifter Cable Adjustment Instructions:

1. Titan Shifters are designed to be used with the Powerglide Pro Lever as shown in the photos. If you are not using this bracket, the proper selector radius is 2" from the center of the selector lever.
2. Titan Shifters and cables have much tighter tolerances than other brand shifters. For this reason we suggest you **start and finish your adjustment with the 2nd gear position**. Carefully check to make sure that the lever is not being pulled forward or backward when in gear.
3. Use the 7/16" jam nuts at the mid-plate or transmission bracket to get the line up of the male ball pin on the selector lever and the female pocket of the quick disconnect coupler close, then snug them. Use the 10-32 cable adjustment to obtain the final micro adjustment by slipping the female quick disconnect coupler over the ball on the selector lever off and on. Carefully check to make sure that the lever is not being pulled forward or backward.
4. Check each gear position by carefully slipping the quick disconnect over the ball at each gear position. This adjustment technique will keep you from damaging the cable, shifter or transmission.
5. Do your best to find the most neutral adjustment. When finished, be sure to tighten all the jam nuts thoroughly. If adjustment does not seem accurate, be sure that you have the male ball in the proper hole (as shown) on the selector lever of the transmission.



Application where the cable comes from the front



Application where the cable comes from behind.

